26. THE CONTRACTOR SHALL COORDINATE WITH SPPCO IN PROVIDING SERVICE FOR THE SIGNAL WITHIN SPPCO STANDARDS.

27. POWER PANEL SURGE PROTECTION SHALL BE PROVIDED AND APPROVED THROUGH THE SUBMITTAL PROCESS TO THE PUBLIC WORKS TRAFFIC ENGINEERING DIVISION.

28. EXISTING VEHICLE DETECTOR LOOPS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED AND MADE FULLY FUNCTIONAL WITHIN TWO WORKING DAYS. IF NOT MADE FUNCTIONAL WITHIN THE TWO DAYS FOLLOWING DAMAGE, THE CITY MAY REPAIR THEMSELVES AND BACK-CHARGE THE CONTRACTOR AT THE EXPENSE OF $1000 PER LOOP. SPLICING WILL NOT BE CONSIDERED AS AN ADEQUATE REPAIR.

29. THE CONTRACTOR SHALL COORDINATE TRAFFIC SIGNAL INSTALLATIONS OR MODIFICATIONS WITH THE CITY OF RENO TRAFFIC ENGINEER AT 334-2350.

30. NO SPLICES SHALL BE PERMITTED BETWEEN THE CONTROLLER CABINET AND THE TRAFFIC SIGNAL POLE. ALL CONNECTIONS SHALL BE MADE AT THE JUNCTION BOX, OR IN THE CASE OF LOOPS, AT THE LOOP STUB. ANY DEVIATION TO THIS REQUIREMENT SHALL BE APPROVED BY THE TRAFFIC ENGINEER PRIOR TO THE WORK.

31. VEHICLE DETECTOR LOOPS DAMAGED DURING CONSTRUCTION WHICH ARE PERMITTED BY THE TRAFFIC ENGINEER TO BE TEMPORARLY SPLICED, MUST BE REPLACED PRIOR TO FINAL ACCEPTANCE.

32. IF STOP BARS AND CROSSWALKS ARE TO BE RELOCATED, VEHICLE DETECTOR LOOPS SHALL BE RELOCATED ACCORDINGLY TO REMAIN CONSISTENT WITH CITY OF RENO STANDARD DETAIL NO. R-406A AND NO. R-406B.

33. AS A PART OF ANY STREET WIDENING PROJECT OR THE ADDITION OF ANY STREET TRAVEL LANES TO EXISTING LANES, SUCH AS TURN LANES, ACCELERATION OR DECELERATION LANES, ETC., THE CONTRACTOR MUST EXTEND ANY TRAFFIC CONTROL CONDUITS AND/OR WIRING AND REPLACE ALL EFFECTED VEHICLE LOOP DETECTOR WIRING (SPLICING SHALL NOT BE ALLOWED).

34. SIGNAL EQUIPMENT SHALL BE PROVIDED AND APPROVED THROUGH THE SUBMITTAL PROCESS TO THE PUBLIC WORKS TRAFFIC ENGINEERING DIVISION.

35. FOR POLE DETAILS NOT SHOWN, SEE POLE MANUFACTURERS DETAILED DRAWINGS.

△36. ALL SIGNAL POLES SHALL CONFORM TO NDOT TYPE 35 AND 35A SPECIFICATIONS, INCLUDING BOLT CIRCLE DIMENSIONS, ANCHOR BOLTS, AND FOOTING DIMENSIONS.

37. FINAL POLE APPROVAL AND SUBMITTALS TO BE APPROVED BY THE CITY OF RENO.

△38. CLAM SHELL FOR TYPE 7D POLE TO BE USED ONLY WHEN POLE IS INCLUDED AS A SIGNAL POLE. DO NOT USE CLAM SHELL WHEN TYPE 7D POLE IS USED IN SERIES LIGHTING.

△39. POLE MAY BE MANUFACTURED AS EITHER A DOUBLE OF SINGLE CANDYCANE CONFIGURATION.

△40. FOR NEW SIGNAL INSTALLATIONS, OR AS REQUIRED BY THE CITY ENGINEER ON EXISTING SIGNAL MODIFICATIONS, THE VEHICLE DETECTION SYSTEM SHALL CONSIST OF A COMBINATION OF LOOP DETECTION AND VIDEO DETECTION, BOTH ARE TO RUN CONCURRENTLY. THE LOOP DETECTION SHALL CONSIST OF TWO (2) PRESENCE LOOPS IN EACH LANE OF TRAVEL, INCLUDING LEFT TURN LANES. REFER TO STANDARD DETAIL DRAWINGS R-406A, R406B AND R416.

NO.	REVISION	DATE	STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION	SECTION RENO
1	NOTE 40.	05/05	GENERAL NOTES- TRAFFIC SIGNALS & POLES	DRAWING NO. R-413H (325)
				DATE 01/04 / PAGE 427
APPROVED BY: G.S.		07/05		